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HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 9TH, 1914.

It has now been definitely decided that the provincial notes in the Province of Kwangtung shall be redeemed, at 50 per cent. of their face value, in cash. At first it was intended to pay in new Government notes, but owing to the opposition manifested towards this proposal we understand that it has been abandoned. The date and method of redemption will be announced after the arrival of the foreign supervisors from Peking—Messrs. McEuen and Boyd—and we understand it has been decided that all notes must be presented within one month from the date of the announcement. When that time has expired we presume all outstanding notes will be repudiated. The redemption is to be made through the Bank of China, of which a branch was formally opened in Canton on the 1st inst., and Mr. WANG CHIN-FANG, the controller, will have in association with him in this undertaking three representatives of the Quintuple Banking Group, which combination is advancing the larger portion of the money for the purpose of this redemption. The sum devoted for the purpose, we gather, is \$17,000,000, and it is estimated by the authorities that there are 30,000,000 dollars' worth of provincial notes to be redeemed. This estimate, we assume, does not take into account the so-called forged notes, which will not be accepted for redemption. There appears to be much resentment among the holders of the depreciated provincial notes over the fact that the Government, by cashing notes at only fifty per cent. of their face value, is repudiating half its indebtedness, but the authorities protest their inability to carry out the redemption at a higher rate. Yet they have forced the notes on the people and are still forcing their acceptance by the troops and civil officials at their face value, and it is probably mainly in these circles that the hardship of parting with the notes at their face value will be most severely felt. Those who are large holders of notes at the present day have in many cases doubtless acquired them at the low

market rates which have prevailed during the past twelve months or so, and by exchanging them for cash at 50 per cent. of their face value would probably make a profit on the transaction—if when the Government says it will pay in cash it means clean Mexicanos, which we take to be the case, and not in subsidiary silver, which stands at about 12 per cent. discount. But there are others—including, we believe, not a few foreign merchants—who hold notes accepted in payment of merchandise at rates much higher than 50 per cent. who stand to lose considerably by the redemption if it is made on the basis now, we understand, definitely decided. They have, therefore, good reason to join in the protest being made by the Cantonese people against this bankruptcy composition by a Government claiming to be solvent. On the other hand, looking to the generally impoverished state of the Province through the heavy depreciation of the provincial note issues, it is impossible not to recognise that the acceptance of the Government's offer on any considerable scale would appreciably benefit trade, and go some way towards bringing about more settled conditions in the province. We imagine that the authorities are reasonably assured that the scheme will meet with large support, or they would scarcely have ventured to launch it, for if there is concerted opposition on any large scale, the repudiation of the notes not offered for exchange within the limit of time set would be certain to cause serious disturbances throughout the Province. With regard to the new Government notes, which it is hoped will take the place of the provincial notes, it will probably be a long time before they get into general circulation in the Province, notwithstanding that they are to be accepted at their face value at the Government departments, including the Customs, we are told. With the experience the people of South China have had of provincial notes "backed by the Government," they will be chary of accepting the new national notes, for it is not easy for the populace to understand what greater security there is for these than for those which the Government now propose to redeem at only fifty per cent. of their face value, or why the Government at Peking should be regarded as any less responsible for the one note issue than for the other. Another thing that will militate against their general circulation is that the notes were partially printed in the United States before the Revolution broke out, so that they bear the portraits either of the ancient Emperor HUANG-TI or of LI HUNG CHANG, and the words "Tai Ching Bank," which have had to be overprinted with the words "Bank of China." This can but strengthen the general aversion to the notes, and though re-lithographing the entire issue would have been a very expensive matter, it probably would have been to the Government's advantage, in the circumstances, to have incurred the expense.

Mr. Werner, British Consul at Foochow, now at Home on leave, has written to a friend in Foochow contradicting a published statement that he had resigned, and adding that he will shortly be returning to Foochow.

Among the passengers who passed through the Colony on the P. & O. *Devanha* was Mr. K. J. McEuen, Captain-Superintendent of Police of Shanghai, who is going home on six months' leave. In his absence, Captain A. Hilton Johnson, Deputy Superintendent, will be in charge of the Police Force.

A rather extraordinary story comes from Kowloon. Recently a Sepey was taken ill, and his ailment was diagnosed as plague. He refused to take any medicine, being apparently afraid that he would be poisoned, and he rapidly grew worse. In the evening he was pronounced to be dead, and on the following morning men came into the place where he was lying for the purpose of removing the man for burial. To their amazement, the "dead" man awoke as from a slumber, rubbed his eyes, and gave every semblance of life. The man, however, died on the following day.

THE PLAGUE.

There were 92 cases of plague in the Colony last week—41 in Victoria and 45 in other districts—and the deaths totalled 84. Of this number two were Indians, one Filipino, one Japanese, and the remainder Chinese, two being imported cases. The place most seriously affected was Yau-mah, where there were twelve cases and ten deaths. At Hung-hom there were eleven cases and ten deaths. Since January 1st there have been 1,876 cases of plague, and of this large number 1,700 died, including one European.

During the past week also there have been two non-fatal Chinese cases of diphtheria and three non-fatal cases of enteric fever, two British and one Chinese.

CORRESPONDENCE.

THE WATER SUPPLY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 8th June, 1914.

Sir,—Will you kindly tell me when the Water Authority is going to turn on the full supply of water to the City of Victoria again? The Chinese are groaning, but they have an abundance of patience, and are waiting to learn what wisdom the Water Authority teacheth.

How can the houses of the City be kept clean, and how can plague be driven out of the Colony without a plentiful supply of fresh water?

At present the people can hardly carry sufficient upstairs (3 to 4 floors) for cooking purposes. I am wondering where they get the water from to wash their clothes and bodies. Perhaps the same pail of filthy water is carefully stored away and used over and over again, and who's to blame for this? Of course, they can obtain water by paying water carriers \$3 or \$4 per month to carry it upstairs for them. But they have already paid the Government Water Rates for a permanent supply!

Now is the rainy season, and after the recent rains the reservoirs must be nearly full. Surely it is not necessary to wait till the reservoirs are full to overflowing before the full supply is turned on again! The full supply should be turned on as soon as possible, as it means the preservation of the health of the Colony, and the freedom of the inhabitants from sickness and disease.—Yours truly,

A CHINAMAN.

STREET REGULATIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir—I was witness of the following incident in the narrow passage between Queen's Road and Des Vœux Road alongside Powell's Building:—

A coolie was regardlessly passing this way carrying a long chair on his shoulder. He did not take any notice of other persons in the passage-way, and so he happened to hit a French Sister on her forehead with the end of the long chair. The knock was so hard that the Sister felt giddy for a moment and asked me to tell the coolie, who, however, went away without taking any notice of his carelessness.

These things can happen, of course, accidentally, but I have very often noticed that coolies carry bamboos, etc., and even big cases on the side-ways of the streets to the danger of all passing persons.

It would interest me to know whether there really exist any regulations governing the carrying of cases, etc., by coolies, as I have never seen a policeman forbidding them to carry them just where they like.—Yours faithfully,

H. H.

S.S. "TAI ON" PIRACY RELIEF FUND.

Mr. W. A. Dowley acknowledges receipt of the following subscriptions to the above fund:—

F. Mason Hurley	25
N. N.	5
S. G. H.	5
Captain, Chief Officer, and Chief Engineer of str. <i>Shun Lee</i>	15
G. Grimble	25
W. G. Humphreys & Co.	20
C. S.	20
J. H. Taggart	10
L. A. Byworth	25
W. L. Pattenden	20
Gilman & Co.	50
S. Komor	5
W. D. Jupp	10
Anon.	3
Toyo Kisen Kaisha	25

Through the courtesy of the South China Morning Post, Ltd., the following subscriptions were received:—

Anonymous	25
Captain and Officers str. <i>Tai Ming</i>	35
A. Campbell	10
Crispin	10
A few sailors from the U.S.S. <i>Wilkinson</i>	5

The total sum received from all subscribers amounts to \$1,445, and the following distribution of the fund will be carried out:—

\$ 700 to Mrs. Evans at Calcutta—

Widow of the late Chief Officer.

\$ 200 to the Widow of Silva, late Watchman.

\$ 445 will be handed over to the

Chairman of the Hongkong General Chamber of Commerce, as that body is organising a fund for the recognition of the services of those of the Officers and Crew of the str. *Tai On* who resisted the recent attempt to pirate that vessel.

\$1,445

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BURGLAR IN BUCKINGHAM PALACE.

ALARM RAISED BY ONE OF QUEEN'S PAGES.

LONDON, June 8th.

An engineer's fitter was captured at Buckingham Palace on Saturday night. He had ascended a formidable *chateau de frise*, tearing his clothes into rags in the effort, and had forced an entrance into the basement. He ransacked several of the servants' rooms, changed his clothes, and finally entered the bedroom of one of the Queen's pages, who was awake and raised the alarm.

The intruder declares that he wanted to refute the statement made in connection with the suffragette raids that an entry into the Palace was impossible. He accepted a challenge. The man appears to be respectable.

BRAWLING SUFFRAGETTES.

VIOLENTLY ATTACKED BY LADIES IN BROMPTON ORATORY.

LONDON, June 8th.

Some brawling suffragettes at the Brompton Oratory yesterday were violently attacked by ladies of the congregation. The space near the pulpit was strewn with hair combs and feathers, and fragments of clothing. The vergers finally rescued and carried out the intruders, whose faces were bleeding, the ladies still beating them with umbrellas. Crowds broke up several meetings in the parks.

"LET THEM DIE."

The *Standard* strongly endorses a leader in the *Times*, arguing that the hunger-strikers should be allowed to die.

THE KING TO REVIEW THE FLEET.

LARGEST ASSEMBLY SEEN IN HOME WATERS.

LONDON, June 8th.

His Majesty King George reviews the first, second and third fleets, and all the flotillas at Spithead on July 15th. It will be the largest assembly of battleships seen in the Home waters. Altogether about 400 vessels will take part.

BALLOON EXPLOSION IN FRANCE.

A HUNDRED PEOPLE INJURED.

LONDON, June 8th.

A balloon was about to ascend at a country fête near Epervan when it exploded. A hundred people were injured and twenty-eight are in hospital.

THE FRENCH POLITICAL CRISIS.

DIFFICULTY IN FORMING A CABINET.

PARIS, June 8th.

M. Delassé has refused to undertake the formation of a Cabinet on the ground of ill-health. President Poincaré then summoned M. Clementel and Jean Dupuy.

Subsequently M. Ribot was invited to form a Cabinet.

M. Viviani's failure followed upon several days' very active negotiations with the various party leaders. His effort split upon the impossibility of securing colleagues all supporting the Triennium Service.

THE ALBANIAN DEADLOCK.

PROMINENT ITALIANS ARRESTED IN DURAZZO.

DURAZZO, June 8th.

Colonel Muricchio of the Italian Army, and Professor Chingo (also Italian) have been arrested at the house of an Italian postmaster, charged with exchanging flashlight signals with the insurgents.

The Italian Consulate protested against the violation of domicile, and both men were eventually released.

VIENNA, June 8th.

When Colonel Muricchio and Professor Chingo were arrested, many compromising documents were found.

The Dutch Commander Thomson at first refused the Italian Legation's demand for their release, but eventually liberated the prisoners on parole on the recommendation of the Prince of Albania.

ROME, June 8th.

The Albanian Premier, Turhan Pasha, called at the Legation at Durazzo, expressed his deep regret at the arrests, and discussed with the Italian Minister measures for a settlement of the incident.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PRESIDENT HUERTA'S POSITION.

A BLOCKADE DECLARED AT TAMPICO.

WASHINGTON, June 8th.

President Huerta has declared a blockade at Tampico, and has sent two gunboats thither to enforce it. Presumably, his object is to prevent the landing of arms for the Constitutionalists. The gunboats are due to reach Tampico to-day.

Two American warships are following the gunboats, the Commanders of which have been advised that the United States regard Tampico as an "open port."

The American steamer *Antilla*, with a cargo of arms, is expected at Tampico on Wednesday.

OBITUARY.

LONDON, June 8th.

The death is recorded of Mr. Walter Theodore Watts-Dunton, the well-known litterateur, critic, and poet.

TIMBER YARD ABLAZE.

EXTENSIVE DAMAGE ON THE PRAYA EAST.

The large timber-yard of the Kwan On Company, on the Praya East, took fire last night. The alarm was given at about 7.15, Inspector McHardy immediately informing the Central and other Police Stations of the outbreak. The Fire Brigade were promptly on the scene, with two engines, and within a short space of time several hose were playing on the burning timber. The flames had gained considerable hold before the arrival of the Brigade, however, and the whole of the yard was soon involved. Flames shot up high above the godown, and the fire could be seen from many points in the Colony, especially from Kowloon and the Peak. The yard is at the extreme end of several other extensive timber yards, and fears were entertained that these might become involved. Fortunately, the Brigade, assisted by a large contingent of "Jack Tars," who rendered splendid service in handling the hose, succeeded in preventing an extension of the fire, and before 10 o'clock they had practically extinguished the outbreak.

The operations of the Fire Brigade were under the Deputy-Superintendent of Police (Mr. T. H. King) and the Assistant-Superintendent of the Brigade (Chief Police Inspector Gourlay). The same yard was partially destroyed by fire somewhere about three years ago, when damage to the extent of \$10,000 was caused.

In this instance the damage must have been even greater, as there was a very large stock of valuable timber stored in the yard. The cause of the conflagration is at present unknown. There was a complete stoppage of traffic and a cessation of the tram service along the Praya as the result of the fire.

FIRE AND SWORD IN SHENSI.

AN EYE-WITNESS' ACCOUNT.

The following extracts from a letter written by an eye-witness who has recently been engaged in Red Cross work in Shensi give some idea, the *N. C. Daily News* says, of the suffering which "White Wolf" has inflicted on the provinces:—

"I was making a journey to Yenafu from Sianfu, saw our correspondent, when 'White Wolf' came into the province from Kingtschuan. On arriving at Sianfu, I found every one in a strained and anxious state of mind. The brigands were near to Yinchigwei, and were expected to attack the city. The 'Min Tuan' and 'Hsiang Tuan' manned the walls every night, armed only with spears and stones. Then we heard the brigands had come out of the mountains west of Yinchigwei, and proceeded towards Huhstien. Many wounded people were brought into the English hospital. All had been shot with rifle or pistol. In a few days every room was full, the stable, the verandahs, the porches, the chapel, everywhere nothing but wounded men and boys, women and girls. It was a terrible sight."

On the track of the Wolf things were worse. At Huhstien I made careful inquiries, and although some said as many as 1,200 were killed at this city, I think that is too many, and that probably about 500 were killed. Quite as many more were wounded. Old and young, men and women, little children, babies in arms, no difference seems to have been made; they were wantonly shot. The city of Huhstien was looted clean. Not a thing of value was left; only two shows and the yamen were burnt, however.

As an example of what the brigands took from the people, I saw the body of one of them who had been killed when attacking Huhstien. His comrades had buried him close to the city wall. Dogs pulled him partly from the grave, and beggars did the rest. They found on his dead body, seven silk and satin "Ma Kua," and on his arms five heavy silver bracelets. If this much were left on a dead man, how much must each living robber have taken with him!

TELEGRAMS.

[DER OSTASIATISCHER LLOYD SERVICE.]

CHINA SERVICE.

RUSSIA DEMANDS A RAILWAY CONCESSION.

PEKING, June 8th.

Russia demands a concession for a railway from Taitaikar to Taonan, to link up with the Japanese Taonan-Changchun line.

THE MINISTER OF FINANCE AND THE CUSTOM HOUSES.

PEKING, June 8th.

The Minister of Finance has classified the Custom Houses into three categories, of which the first is to return to the Central Government at least \$300,000, the second \$120,000 and the third \$60,000 per month.

SALARIES FOR SENATORS.

PEKING, June 8th.

The Chairman of the Tsan Cheng Yuan has moved that his own salary should be fixed at \$1,000 with an allowance of \$2,000; that the Vice-President should receive \$800 and \$1,000 respectively, while the members' salaries are to be \$500 each, since they hold well-paid offices besides. The members have sharply protested against this proposal becoming effective. They will refuse to take office if it does.

CHINA'S ARSENALS.

PEKING, June 8th.

Upon request of the Minister for War, the two arsenals at Hanyang and Tschow will in future be placed under the immediate orders of the Minister for War, and the Minister of Finance has been instructed to hold in readiness the yearly sum of 1½ million taels for their maintenance.

The arsenals at Shanghai, Canton, and Chengtufu will be affected by similar orders in the near future.

OFFICIAL CHANGES.

PEKING, June 8th.

Chang Hsi Luan, Tutuh of Fengtien, wishes to relinquish the office of Civil Administrator and Tsao Yu Lin, at present Vice-President of the Foreign Office, is mentioned as his probable successor, while Chang Hsi Luan will become Military Inspector.

EXAMINATIONS FOR THE MAGISTRACY.

PEKING, June 8th.

The third examinations of candidates for the Magistracy will begin at Peking in September.

PROVINCIAL GOVERNORS.

PEKING, June 8th.

All the Provincial Governors will in the future be required to inspect their provinces twice a year, in the Spring and Autumn.

EUROPEAN SERVICE.

THE ALBANIAN SITUATION.

BERLIN, June 8th.

A Press report from Vienna says that both the Austrian and Italian Governments are considering the recall of the envoys to Durazzo and their replacement by others.

THE FRENCH MINISTERIAL CRISIS.

BERLIN, June 8th.

The French Ministerial crisis continues, the three years' military service question being responsible. The French Press ascribes the failure of Mr. Viviani to the intervention of the French Ambassador at St. Petersburg, who has threatened to resign if the Government should weaken on that point. The highest Russian circles follow the struggle with the greatest interest.

THE EPIROTIOT AGREEMENT.

BERLIN, June 8th.

The Powers urge that the agreement with Epirus should take effect as soon as possible, in order to prevent new difficulties for Albania in the South. Russia is ready to despatch a war vessel to Durazzo.

SUPREME COURT.

Monday, June 8th.

IN SUMMARY JURISDICTION.

Before Mr. F. A. HAZELAND (Puisne Judge).

CLAIM ON PROMISSORY NOTE.

The Holland China Trading Company v. Chin Tin Cho, a broker, of 205, Queen's Road. Plaintiffs claimed from the defendant the sum of \$973.55 as endorser of a promissory note for the sum of \$291 sterling, dated 13th November and payable on the 11th January, 1914, and signed by the defendant at the agreed rate of exchange of 1/11 1-10, which had been dishonoured.

Mr. Dixon (of Messrs. Wilkinson & Grist) was for the plaintiff Company, and Mr. R. C. Faithfull represented the defendant.

At the outset Mr. Faithfull called attention to the fact that Mr. Dixon had stated that he was suing the endorser whereas the writ stated that he was suing the endorsee. There was a good deal of difference between the two. Was it endorsee or endorser?

Mr. Dixon said that obviously he was suing the endorser. If the word endorsee appeared in the writ that was merely a clerical error. Mr. Faithfull knew the facts and was well aware who they were suing.

Mr. Faithfull replied that he knew nothing beyond the fact that he had made out his case on the endorsee, and not the endorser.

Mr. Dixon subsequently asked leave to amend the writ, and this was allowed. He also explained that he sued defendant as endorser of a promissory note for the sum of \$291. He would call the European assistant in the plaintiff firm, who would prove the note, and also the shroff and his assistant, who would produce the note which they had frequently presented for payment to the defendant and to the Li Hing firm, of which he said he was a partner. Defendant had failed to pay the amount.

Mr. T. Horbacz, manager of the Sundries Department of the plaintiff firm, recognised the promissory note (produced) which, he said, was presented for payment to the defendant on due day, but which had not been paid.

Replying to Mr. Faithfull, witness said it was not the practice in the trade to state to a client when asking for payment that he was the endorser. They did not go into any legal matters because they were not lawyers. He had seen many bills of exchange, and whether they were signed on the back or the front did not really matter. The chief thing was to get the signature.

The comrade to the Company said that the promissory note was signed by the defendant in his presence. Defendant told him that he was a partner in the Li Hing firm and that it would be all right, and that the money would be paid on due day. When the amount became due witness went to the defendant and also to the firm, but he could not get the money.

In reply to Mr. Faithfull, this witness said that if he had not secured the signature of defendant, he himself would have had to pay the money.

The assistant comrade and also the shroff gave similar evidence.

Defendant, replying to his solicitor, said he signed the note because the former chops of the Li Hing firm were not complete chops. He was not aware, when he signed, that he was making himself liable for the payment of the money.

Mr. Faithfull said that he had never heard of a note being endorsed on the front of the note. He held that the endorsement should have been on the back. He also explained that the plaintiffs had previously brought a case into Court in connection with the defendant. They then summoned him on several promissory notes and were non-suited. At the time defendant signed the note, and his signature was admitted, he was an employee of the plaintiff firm as broker, and his Lordship was asked to believe that an employee was allowed to sign as endorser, making himself liable to the Company for the amount. Such a proposition was, he thought, untenable. Plaintiffs were now grasping at the last straw, but the way they had now brought defendant into Court and endeavored to get the money was absolutely *ultra vires*.

Mr. Dixon quoted law on the question of endorsement and negotiation, and his Lordship intimated that he would reserve his judgment.

MOSCOW TO TOKYO IN 11 DAYS.

A weekly express train now runs from Moscow to Vladivostok without change of carriages. The train reaches Vladivostok on Saturdays, connecting with steamers to Tanguan and thence by rail to Tokyo (altogether 45 hours), making the trip from Moscow to Tokyo in 11 days.

AN ALLEGED CONSPIRACY TO DEFRAUD THE HONGKONG AND SHANGHAI BANK.

TWO PORTUGUESE CLERKS CHARGED.

At the Magistrate's yesterday, before Mr. J. R. Wood, Antonio Filomeno Remedios, aged 25, a clerk in Messrs. Jardine, Matheson & Co.'s office, and Reginald Oliveira Gutierrez, a clerk in the Hongkong and Shanghai Bank, were charged with conspiring to defraud the Hongkong and Shanghai Bank of divers large sums of money on the 4th May, and divers dates before and after.

Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) prosecuted, Inspector Terrett represented the police, and Mr. J. H. Gardiner appeared for the second defendant (Gutierrez).

Mr. Lewis said he appeared to prosecute on behalf of the Crown. Other charges would be added, and he thought other men would join the defendants later on. He did not propose going on that day, and asked for a formal remand for a week.

His Worship read the charges over to the defendants, who both pleaded not guilty.

His Worship asked Mr. Lewis to make some statement of the facts, but the prosecuting solicitor said he would rather not, as it would be disclosing his case. The police were after others who were not in the Colony. He added that the Captain-Superintendent of Police (Hon. Mr. McI. Messer) himself made enquiries into the case, and arrested one of the defendants at the Bank. They were charged with conspiring to obtain money from the Hongkong Bank by means of a forged letter of credit, which would be operated through Gutierrez, who was a clerk in the Bank, and he would get money on this letter of credit.

In answer to the Magistrate, Mr. Lewis said there were many documents in the case, but they had not been brought down. The letter of credit had not yet been forged, but there was a forged cheque for \$17,000, which was cashed on Tuesday last, which would in itself form the subject of an actual charge.

His Worship—That is a distinct matter? Mr. Lewis—Yes, in which these same men, I understand, are involved. Several other charges will be preferred according to my instructions.

Defendant Remedios—May I look at the cheque, your Worship?

The Magistrate—No, not yet. Evidence of arrest was given by Sgt. Clark and Inspector Terrett, both men being taken into custody on Thursday.

His Worship asked Mr. Lewis when he would be ready to go on with the case, and the solicitor replied that he could not say. There were extensive enquiries afoot.

The question of bail arising, Mr. Lewis said his instructions were to ask for a sum not less than \$20,000 each. His instructions were that the defendants had nearly that amount in their hands last Tuesday. Mr. Gardiner—They had it in their hands—I daresay they had more—but they didn't take it away.

Mr. Lewis—My instructions are that they had nearly \$20,000 between them, and there are other cheques forged.

Remedios asked to be allowed to see a solicitor, and the Magistrate said that the police would arrange for that.

Mr. Gardiner—As far as my client is concerned, \$20,000 would be absolutely prohibitive.

His Worship (to Mr. Lewis)—When do you expect the charges to be formulated?

Mr. Lewis—There will be extradition proceedings in connection with this case.

Mr. Gardiner—Oh that means we are going to be held up indefinitely.

Mr. Lewis—We are going to try and extradite other men to be joined with these defendants—at least one other man, whose whereabouts we know.

His Worship—You have practically given me no facts.

Mr. Lewis—No, I do not wish to show my hands at the moment. My instructions are that these men have drawn large sums of money by means of forged documents, and in these circumstances I would ask you to fix a very high bail.

Mr. Lewis said he could outline one case, with regard to the forged cheque he had produced. That cheque was abstracted from a cheque book, belonging to another person, which was kept in that person's room, to which the first defendant had access. Not only were the signatures of various firms forged upon it, but there was the signature forged upon it of a bank official, with whose signature Gutierrez was extremely familiar. Several other things also happened in connection with that cheque which pointed to the person who did it.

Defendant Remedios—I just heard this gentleman (indicating Mr. Lewis) say we had cheques cashed and some money. With that I don't agree.

His Worship remanded the case for a week, and fixed bail provisionally at \$20,000 each.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 13th.

AUSTRO-HUNGARY AND ITALY.

A Vienna correspondent writes that ere long some of the results of the conferences between the Austro-Hungarian and the Italian Foreign Ministers will be made known. They will show that an agreement has been arrived at for the regulation of naval shipbuilding on the part of the two countries, chiefly with regard to Mediterranean purposes, leaving Germany, as the third partner in the Triple Alliance, a perfectly free hand to build according to her own international requirements. The scheme is likely to provoke some comment when made public, but it is said that the approval of Berlin is assured. In writing of the Mediterranean I may add that it is clear that Turkey has bellicose designs for the future as regards Greece, though they are not likely to mature for some time. The *Reichswehr* (the Brazilian Dreadnought bought by Turkey) will not be ready before September, but it is reported that Turkey means to have still another Dreadnought before she begins reprisals against Greece. While negotiations were in progress as to the possession of islands in the Aegean, the Turkish Grand Vizier is reported to have said to the Greek representative: "Of course, for the present you are profiting by the naval hegemony you were able to exert in the Aegean during the war. However, I can pledge my word that in the near future the situation will be reversed." There are strong measures threatened against the Greeks in Smyrna, and altogether the outlook is one to make the dove of peace fly to more placid climes.

DUKE AS AUCTIONEER.

Things are moving along when a real Duke takes to the auction rostrum and wields the hammer in the sale of his land. This is what the Duke of Marlborough did the other day in regard to his Oxfordshire property. All witnesses agree, moreover, that he acquitted himself as to the manner born. He explained at the outset that he did the selling himself because he wanted his tenants to secure the land, if they wanted it, without unreasonable costs, and then he set to work to dispose of each lot in turn with a running fire of easy comment worthy of the most expert member of the Auctioneers' Institute. "Madame," he would say to a lady at the back of the room, "the bidding is against you. There is no need to hide behind that tall gentleman. Shall I say two thousand? Thank you. May you live long to enjoy the property." Both before and after the sale the crowd gave "three cheers for the Duke" and for once at least a great landowner got to close quarters with his tenants.

FALSE WIRELESS MESSAGES.

The shipping papers are demanding steps to be taken to prevent false wireless messages gaining currency, as in the case of the Pacific Mail liner *Siberia*. The journal *Fairplay* says: "The case of the Pacific Mail liner *Siberia* certainly calls for stringent investigation. On Friday last news was received that the steamer was ashore off Formosa, and H.M. cruiser *Yarmouth* was despatched from Hongkong to render assistance. It was understood also that the owners had arranged for a salvage steamer to be sent. The information was understood to have been received by wireless in Japan. As the vessel and her cargo were valued at something like £400,000, underwriters were naturally uneasy, and reinsurances were effected at 25 guineas, the rate rapidly advancing to fifty guineas per cent. on Friday afternoon. On the following morning there was a reassuring message from the captain, and a few hours later a cable from Manila announced her safe arrival there. Now this is the fourth case within a few months, where false news has been reported by wireless. Last October the Pacific Coast liner *Spokane* was reported to be sinking fast off Cape Lazo, and that her passengers had left in lifeboats. A short time later the vessel arrived in Seattle in the ordinary way, and reported that there had been nothing unusual during the voyage. There was the case, a week or two ago, when the steamer *Zoroaster* was reported in distress off Gazo, which turned out to be unfounded, and, last of all, the *Widenfels* affair. This fine steamer of the Hansa line was reported to have sent out S.O.S. signals which had ceased, and none of the wireless stations could get in touch with her. Up to 80 guineas per cent. was paid on her reinsurance at Lloyd's, but on the following morning a message was received from Oshant that the *Widenfels* had picked up the crew of the Danish steamer *Eliopika*, which had foundered, and was proceeding on her voyage as usual. There is no doubt that the introduction of wireless telegraphy is of enormous benefit to the mercantile marine, but something should be done to prevent the dispatch of inaccurate reports, which may be sent from lack of skill. I can hardly credit the idea that such messages are despatched wilfully, except in cases of pure malice.

RISK OF CAPTURE IN WAR.

KACIANOFF v. CHINA TRADERS' INSURANCE COMPANY.

LONDON, May 13th.

JUDGMENT DELIVERED IN THE COURT OF APPEAL.

Judgment was delivered in the Court of Appeal on the 16th ult. in an appeal against a decision of Mr. Justice Pickford on a policy of marine insurance, reported in *28 The Times Law Reports*, 645.

Mr. Maurice Hill, K.C., and Mr. F. D. MacKinnon appeared for the appellants; and Mr. Leake Scott, K.C., and Mr. Leck, K.C., for the respondents.

The plaintiffs were merchants carrying on business in Russia, and they effected a policy of insurance with the defendants against total loss on a cargo from San Francisco via Nagasaki to Vladivostok. The policy effected in December, 1903, was against the "war risk" only. The plaintiffs had arranged for three shipments. The first two shipments were made, but the vessels were captured by the Japanese Fleet during the Russo-Japanese War, declared on February 8th, 1904. The vessel which was to have carried the cargo in question was to have left San Francisco for Vladivostok on February 20th, 1904. When she was about to leave it became known that the Japanese Fleet was blockading Vladivostok and was stopping and capturing vessels, and the underwriters were asked what they would do if the plaintiffs discharged the cargo at once and gave notice of abandonment. In reply they said that if the ship sailed they would take up the position that the plaintiffs had deliberately caused the loss, and refused to give any instructions. Ultimately the cargo was discharged and sold at a loss, and notice of abandonment was given, and the plaintiffs claimed as for a constructive total loss caused by capture. Mr. Justice Pickford held that there had not been such a loss, and gave judgment for the defendants, with costs. The plaintiffs appealed.

JUDGMENT.

The Lord Chief Justice, in giving judgment, said that the action arose out of a policy of insurance against capture on a large consignment of pressed beef from San Francisco to Vladivostok, and that the question they had to answer was whether the loss was caused by the peril insured against, in other words, whether it was the proximate cause of the loss. (His Lordship then stated the facts.) It was admitted by Mr. Hill that a mere apprehension of capture would not be sufficient to justify the action of the appellants in not dispatching the ship, but he would assume that it was reasonably certain that the cargo would be seized if the ship sailed, and that there was not merely a reasonable apprehension of such a seizure. The vessel never left the port. It was obvious that the underwriters took the attitude that as the ship was sure to be captured they declined to take any responsibility for her sailing. He thought it very unfortunate that they should have taken the course that they did, and it seemed to be admitted that the object of their action was to prevent this cargo from being sent. Speaking for himself, he had tried the case he would have come to the conclusion that as their action had contributed so much to this litigation he would not have given the defendants their costs. The plaintiffs, being in a very awkward position, gave notice of abandonment, which the defendants refused to accept. The question was—the ship never having set out on her voyage—Was the loss caused by the peril insured against—namely, capture? In his opinion the question had only to be stated to be answered in the negative. He entertained no doubt about it. The discharge of the cargo prevented the peril from operating. It would have been different if the vessel had sailed and had been approached and threatened by a Japanese ship. No doubt different judges would take different views as to the time at which a particular peril began to operate, but there must be a beginning before the Judge exercised his judgment upon it.

Reliance was placed in the main on *The Knight of St. Michael* (14 *The Times Law Reports*, 101; [1898] P. 30), in which the peril insured against was fire. The vessel had to put back owing to the heating of the coal, and the cargo had to be discharged at a loss. The plaintiffs were held entitled to recover under the policy. But there a state of things had begun to exist which if continued made it reasonably certain that fire would break out.

Another case referred to was *Bulmer v. Weldman* (3 B. and Ald. 395), but the decision was really one against the peril of jettison, although the Court was of opinion that the loss could have been recovered in respect of the peril of capture. In that case the goods were thrown overboard just before the capture to prevent them from falling into the enemy's hands. *Hadkinson v. Robinson* (3 Bos. and P. 398) decided that the doctrine of constructive total loss was only applicable to cases in which it could be proved that the loss was caused by one of the perils insured against. The question was—Was the loss caused by risk of capture? and the answer was "Certainly not, for the vessel never was in risk of capture, because she determined never to undergo the risk." In these circumstances the appeal must be dismissed.

Lord Justice Phillimore and Mr. Justice Lush gave concurring judgments for the same reasons.

Mr. Leck said that if matters had been some more fully it would have appeared that the action of the underwriters would not have been open to the observations made upon it.

SEIZURE OF COCAINE.

At the Magistrate's yesterday, before Mr. J. R. Wood, Revenue Officer J. C. Wilden applied for the forfeiture of 870 ounces of cocaine. From the officer's evidence it appeared that the cocaine was seized on Friday night off the *Praya West* on cargo boat 888B, which had taken delivery from a godown. The cocaine was concealed in cases purporting to contain Dutch cheese. Marked in large black lettering on the boxes were the words: "Stow away from the boiler." Three men were on board, and they had all absconded. The application was granted.

THE INCOME TAX IN GREAT BRITAIN.

EFFECT OF THE NEW SCHEME.

The London *Daily Mirror* sets out the effects of the new income tax scheme as follows:—

WHAT YOUR INCOME TAX WILL COST.

The following table shows the amounts payable under the new scheme on earned incomes:—

Income. Rate of Ordinary Tax. Amount to be Paid.

Income.	Rate of Ordinary Tax.	Amount to be Paid.
£	s. d.	£ s. d.
150	Nil	Nil
200	0 0	1 10 0
250	0 0	3 7 6
300	0 0	5 5 0
350	0 0	7 2 0
400	0 0	9 0 0
450	0 0	10 17 6
500	0 0	13 2 6
600	0 0	18 0 0
700	0 0	23 12 6
800	0 0	30 0 0
900	0 0	38 10 0
1,000	0 0	47 10 0
1,500	0 10s.	65 12 6
2,000	1 0	100 0 0
2,500	1 2	145 16 8
3,000	1 4	191 0 0
4,000	1 4	250 0 0
5,000	1 4	310 0 0
6,000	1 4	372 0 0
8,000	1 4	512 0 0
10,000	1 4	652 0 0
100,000	1 4	113,040 0 0

*On incomes between £401 and £500 the abatement amounts to £150; between £501 and £800 it is £150; between £801 and £1,000 it is £150; between £1,001 and £1,500 it is £150; between £1,501 and £2,000 it is £150; between £2,001 and £2,500 it is £150; between £2,501 and £3,000 it is £150; between £3,001 and £4,000 it is £150; between £4,001 and £5,000 it is £150; between £5,001 and £6,000 it is £150; between £6,001 and £8,000 it is £150; between £8,001 and £10,000 it is £150; on £10,000 and over nil.

†These amounts, worked out to the nearest pound, are inclusive of super-tax.

15s. CHILDREN.

For incomes under £500 Mr. Lloyd George provides fresh relief. In the Budget of 1909 he allowed a deduction of 7s. 6d. for each child under sixteen. He now doubles that deduction. For instance, a man with an income of £200 a year pays 30s. income-tax, says the *Star*. "But if he has two children he gets a relief of 30s., so that he will pay nothing. In the case of a man with £500 a year and four children, his present income-tax is £3 5s., but he will in future receive an allowance of £2, so that his income-tax will be reduced to £1 5s. This allowance of 15s. per child to incomes under £500 will be a great boon to a great number of people in the lower middle class. It is one of the most democratic things in the Broad Back Budget."

THE SUPER-TAX.

The super-tax is to be lowered from £5,000 to £3,000, the first £2,500 being exempt at the following rates:—

Income.	Rate of Super-tax.
£	s. d.
5d. on the £500 difference bet.	22,500
7d. on the next £1,000 to	24,000
9d. " " " " " "	25,000
11d. " " " " " "	26,000
13d. " " " " " "	27,000
15d. " " " " " "	28,000
17d. " " " " " "	29,000
19d. " " " " " "	30,000
21d. " " " " " "	31,000
23d. " " " " " "	32,000
25d. " " " " " "	33,000
27d. " " " " " "	34,000
29d. " " " " " "	35,000
31d. " " " " " "	36,000
33d. " " " " " "	37,000
35d. " " " " " "	38,000
37d. " " " " " "	39,000
39d. " " " " " "	40,000
41d. " " " " " "	41,000
43d. " " " " " "	42,000
45d. " " " " " "	43,000
47d. " " " " " "	44,000
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101d. " " " " " "	71,000
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163d. " " " " " "	102,000
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167d. " " " " " "	104,000
169d. " " " " " "	105,000
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173d. " " " " " "	107,000
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195d. " " " " " "	118,000
197d. " " " " " "	119,000
199d. " " " " " "	120,000
201d. " " " " " "	121,000
203d. " " " " " "	122,000
205d. " " " " " "	123,000
207d. " " " " " "	124,000
209d. " " " " " "	125,000
211d. " " " " " "	126,000
213d. " " " " " "	127,000
215d. " " " " " "	128,000
217d. " " " " " "	129,000
219d. " " " " " "	130,000
221d. " " " " " "	13

VESSELS ON THE BERTH

AMERICAN AND ORIENTAL LINE
(ANDREW WELLS & CO'S STEAMERS.)

THE Steamship
"MINERIE"
Captain J. C. Hall, will be despatched from Hongkong on the 18th June, for
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Agents,
Hongkong, 27th May, 1914. [748]

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STEAM FOR STRAITS, CEYLON,
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LONDON.

THROUGH BILL OF LADING ISSUED FOR
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AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA"
Captain W. R. Hickey, carrying His
Majesty's Mail, will be despatched from
this port for BOMBAY, on SATURDAY,
the 20th June, 1914, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MARMOSE"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into
the Mail Steamer proceeding direct to
Marseilles and London. Other Cargo for
London, etc., will be conveyed via Bombay
and transhipped to the s.s. "ANDANIA", due in
London on the 1st August, 1914.

Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 8th June, 1914. [1]

REGULAR STEAMSHIP SERVICE.

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COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK

S.S. "MONTROSE" On or about 26th June.

For Freight and further information, apply
toDODWELL & Co., Ltd.,
Agents,
Hongkong, 6th June, 1914. [790]

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FOR THE YEAR

1914.

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the World.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into three Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked "1", nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FURTHER APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NOVARA	Brit. str.	10.0	H. R. Hetherington, R.N.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	J. R. Le Mare, R.N.	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	NIPPON YUSEN KAISHA	On 17th inst., at 10 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About End of June.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 4th July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 24th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 13th July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 20th July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 19th July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 27th July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 5th Aug.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-morrow.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 11th inst., at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 20th inst., at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 2nd July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 15th inst., at 3 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About 7th July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-morrow, at 10 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 16th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 26th inst., at 1 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at 1 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 19th inst., at 10 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 1st July, at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	Quick despatch.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About 23rd inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About 2nd July.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at 11 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 18th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 19th inst., at D'light.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 30th inst., at 5 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at D'light.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 21st inst., at D'light.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 17th inst., at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-day.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-day, at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-day, at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 11th inst., D'light.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 11th inst., at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About 11th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 15th inst., at D'light.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 15th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at M'night.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About 14th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 15th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at D'light.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 18th inst., at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	About 18th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 1st July, at 8 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	Quick despatch.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 17th inst., at 2 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-morrow, at 10 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 14th inst., at Noon.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-day, at 11 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-morrow, at 11 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 12th inst., at 11 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 16th inst., at 11 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-day, at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 11th inst., at 4 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 13th inst., at 2 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 13th inst.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 23rd inst., at 2 P.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	To-morrow, at 11 A.M.
LONDON & ANTWERP	DESKHOLM	Brit. str.	10.0	T. Sato	MESSAGERIES MARITIMES	On 12th inst., at 9 A.M.

ARRIVALS

ANNU, British str., 1,355 G. W. Eady,
8th June—Shanghai 4th June, Gen-
eral—Butterfield & Swire.
DUNERA, British str., 3,406 E. G. M.
Dickinson, 8th June—Kobe 2nd June,
General—David Sassoon & Co.
ERIKEN, Norwegian str., 1,012 Angen-
sen, 8th June—Haiphong 6th June,
General—Stone, Shaw, Tomes & Co.
KAIKONG, British str., 587 H. Mathias,
8th June—Hoihow 7th June, General.
Butterfield & Swire.
LOKANG, British str., 970 D. W. Ritchie,
7th June—Swatow 6th June, General.
Jardine, Matheson & Co.
LANDRA, British str., 1,015 A.
Spruce, 7th June—Saigon 3rd June,
Rice—Siemens & Co.
TILAMAT, Dutch str., 3,859 F. E. C. V.
Schermbach, 7th June—Macassar 29th
May Sugar—Java-China-Japan Lijn.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
June 8th.
ARRATON, British str., for Yama.
HANOI, French str., for Haiphong.
LAERTIS, British str., for Saigon.
LUZON, Japanese str., for Dairen.
SOPHIE, German str., for Hamburg.
WOSANG, British str., for Shanghai.

DEPARTURES

June 8th.
ANNU, British str., for Canton.
CHIRSHING, British str., for Canton.
FRIEDRICH, Chinese str., for Canton.
HEIYUN, Japanese str., for Hongkong.
LOKANG, British str., for Canton.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. Mongolia left Yokohama
on the 1st June, at noon, for Hongkong,
via Japan ports and Manila. The United
States mail has been transferred to the
N.Y.K. str. Nippon Maru scheduled to
arrive here on the 11th June.

THE AUSTRALIAN MAIL.
The E. & A. str. Eastern left Sydney
for this port (via Queensland Ports, Port
Darwin and Manila) on the 20th May,
and may be expected to arrive here on or
about the 13th June.

THE GERMAN MAIL.
The I.G.M. str. Derfflinger, carrying
the German mails, left Colombo on the
31st May, and may be expected here on
or about the 10th June.

MERCHANT STEAMERS.
The H.A.L. str. Preussen left Singa-
pore on the 3rd June, p.m., and may be
expected here on or about the 9th June,
a.m.

The I.G.M. str. Prinz Ludwig left
Shanghai on the 6th June, at 6 p.m., and
may be expected here on or about the 10th
June, at 4 p.m.

The str. Takada left Calcutta on the
29th May, and may be expected here on
or about the 14th June.

The East Asiatic Co.'s str. Annam left
Port Said on the 21st May, and may be
expected here on or about the 19th June.

The N.Y.K. str. Kirin Maru (Calcutta
Line) left Calcutta for this port via ports
on the 29th May, and is expected here on
the 16th June.

The N.Y.K. str. Awa Maru (American
Line) left Seattle for this port via ports
on the 10th May, and is expected here on
the 16th June.

The N.Y.K. str. Hirano Maru (Euro-
pean Line) left London for this port via
ports on the 23rd May, and is expected
here on the 30th June.

PASSED THE CANAL.

May 8th—Nera, Pelusa, Valentia,
Patricia.
May 12th—St. Patrick, St. Kilda.
May 16th—Helenus, Preussen.
May 19th—Bismarck, Derfflinger, Sil-
via, Annam.
May 22nd—Chili, Hyson, Iyo Maru,
Kazemba, Pelung.
May 28th—Bloemfontein, Melanaus,
Polhemus, Silena, Merionethshire.
May 29th—Ajaz, Himalaya, Syria,
Yeddo, Atrous.
June 2nd—Bentley, Benaville,
Karema, Rube, Yennan.
June 4th—Bayer, Budou, O. Ferd.
Lager, Hirano Maru, Kleist, Miskima
Maru, Stenora, Atlantis, Glenfarg,
Tallhyus, Indragiri, O. J. D. Ahlers.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Sh'hai Woosung	Naga-saki	Kobe	Yoko-hama	Vancouver	Quebec	Liver-pool	Liver-pool	Quebec	STEAMERS	Vancouver	Yoko-hama	Kobe	Naga-saki	Sh'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF ASIA	Wed'day 10 June	13 June	14 June	16 June	18 June	27 June	2 July	9 July	8 May	15 May	MONTEAGLE	20 May	5 June	8 June	10 June	13 June	16 June
EMPERESS OF JAPAN	Thurs. 25 June	28 June	30 June	2 July	4 July	16 July	21 July	30 July	15 May	22 May	EMPERESS OF JAPAN	28 May	11 June	12 June	14 June	16 June	19 June
MONTEAGLE	Wed'day 1 July	4 July	6 July	8 July	11 July	25 July	30 July	6 Aug.	29 May	5 June	EMPERESS OF RUSSIA	11 June	22 June	23 June	25 June	29 June	1 July
EMPERESS OF RUSSIA	Wed'day 8 July	11 July	12 July	14 July	16 July	25 July	30 July	6 Aug.	12 June	19 June	EMPERESS OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July
EMPERESS OF INDIA	Wed'day 22 July	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	26 June	3 July	EMPERESS OF ASIA	9 July	20 July	21 July	23 July	27 July	29 July

PASSAGE RATES—HONGKONG TO LONDON.

EMPERESS OF RUSSIA	EMPERESS OF ASIA	EMPERESS OF INDIA	EMPERESS OF JAPAN	MONTEAGLE
Meals and Sleeping	£71.10	£71.10	£65	£65
Car Berth across			£43	£45
Canada 20 additional				

Hour of Departure.—All Steamers sail from Hongkong at Noon.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the
United States and Europe have the option of returning from San Francisco by the
steamers of the Pacific Mail S.S. Co. or Tokyo Kisen Kaisha.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants,
Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-
Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine
steamers, the finest, fastest and most luxurious on the Pacific. Their passenger
accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library,
Lounge, Gymnasium, Laundry, etc.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic

Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless

Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through Inland Sea or

JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " (available also by night steamer)	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 9th JUNE, 1914.
8 a.m. HONGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

WEDNESDAY, 10th JUNE, 1914.

8 a.m. HONAM. 8 a.m. HONGSHAN.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14th JUNE, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: "KATHIAWAR" 24th June. From Colombo: 17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted With Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	400	P. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 11th June, 4 P.M.
RUBI	400	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 20th June, 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOKYO KAIEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD. Electric Light, Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 3rd June, 1914.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND CHILLI	ATLANTIQUE	On 15th June.
YOKOHAMA	ATLANTIQUE	On 29th June.
HOMEWARD		
MARSEILLES VIA PORTS	POLYNESE	On 16th June, at 1 p.m.
	V. CIOTAT	On 30th June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT. QUEEN'S BUILDING.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

NILE (via Manila) Sailing TUESDAY, 16th June, at Noon.
MONGOLIA FRIDAY, 26th June, at 1 p.m.
PERSIA (via Manila) SATURDAY, 11th July, at Noon.
KOREA SATURDAY, 25th July, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Meroi, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Bunks equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT. KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Sato	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kohvachi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 9th July, at Noon.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 22nd July, at Noon.
"TACOMA MARU"	T. Hamao	THURSDAY, 6th Aug., at Noon.
"PANAMA MARU"	J. Kano	WEDNESDAY, 19th Aug., at Noon.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted route for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D. Fuchigami	MONDAY, 6th July, a.m.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug. a.m.
"LUZON MARU"	T. Miyata	

CHINA AND FORMOSA LINE.

FOR FOOSHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALIO MARU"	Y. Yamamoto	WEDNESDAY, 17th June, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 14th June, at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 21st June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"ROSHU MARU"	K. Hattori	WEDNESDAY, 10th June, at 10 a.m.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor, No. 1, Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, EMLEN, BREMEN, HAMBURG and NEW YORK

and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

FOR	STEAMSHIP	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	"PREUSSSEN"	16th June.
"	"SILEZIA"	16th June.
"	"C. FRED. LAEISZ"	3rd July.
"	"SENEGAMBIA"	17th July.
"	"SCANDIA"	27th July.
"	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAXONIA"	10th June.
"	"ANDALUSIA"	4th Aug.
"	"SITHONIA"	9th Sept.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	"WUERSTEMBERG"	20th June.
"	"SUEDEMARK"	6th July.
MARSEILLES, HAVRE, EMLEN & HAMBURG	"SEGROVIA"	6th July.
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July.
HAVRE, BREMEN & HAMBURG	"PREUSSSEN"	18th July.
ROTTERDAM & HAMBURG	"EMDEN"	20th July.
HAVRE, BREMEN & HAMBURG	"SILEZIA"	29th July.
HAVRE & HAMBURG	"MARKOMANNIA"	5th Aug.
GENOA, DUNKERQUE & HAMBURG	"FRISA"	10th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE. Hongkong Office.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	to COLOMBO, HAI KONG.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	Plymouth (London 1 day later)
June 11	DELTA	6 p.m. Tues.	Noon. Sat.	MARMORA	Saturday July 18	Friday July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARADIA	Sept. 8	Sept. 12	MOOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Friday Oct. 23	Thursday Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

				LONDON	
1st Saloon	"A"	Accommodation Single	\$65.	Return	\$97.
2nd Saloon	"B"	"	\$59.	"	\$89.
	"A"	"	\$44.	"	\$66.
	"B"	"	\$40.	"	\$60.
				MARSEILLES	
1st Saloon	"A"	Accommodation Single	\$61.	Return	\$91.
2nd Saloon	"B"	"	\$55.	"	\$85.
	"A"	"	\$42.	"	\$63.
	"B"	"	\$38.	"	\$57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st AND 2ND SALOON PASSENGERS AT REDUCED RATES PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
NOVARA	about May 25	about June 4	about June 10	about June 16	about July 14	about July 24
NELORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 25	Sept. 4
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 19
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
HAITI	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 17
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 14
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 28

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon 250 Single, \$75 Return. 2nd Saloon 235 Single, \$52 Return.

FARES TO MARSEILLES: 1st Saloon 246 Single, \$53 Return. 2nd Saloon 233 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

P. A. HEWITT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	Capt. T. Sato	12,500	WEDNESDAY, 17th June, at 10 a.m.
	Capt. Yamawaki	16,000	WEDNESDAY, 1st July, at 10 a.m.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOYAMA and YOKOHAMA	Capt. S. Waki	12,500	TUESDAY, 16th June, at 4 p.m.
	Capt. Tomimaga	12,500	THURSDAY, 2nd July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Capt. Sekino	15,500	WEDNESDAY, 1st July, at Noon.
	Capt. B. Takada	9,500	WEDNESDAY, 29th July, at Noon.

CALCUTTA via SINGAPORE, PENANG and RANGOON	Capt. Nomura	12,500	SATURDAY, 13th June.
BOMBAY via SINGAPORE, PENANG and COLOMBO	Capt. Nishimura	12,500	TUESDAY, 9th June.
SHANGHAI, MOJI and KOBE	Capt. Murazumi	12,500	FRIDAY, 12th June.

KOBE and YOKOHAMA	Capt. Nakamura	5,000	THURSDAY, 18th June.
NAGASAKI, KOBE and YOKOHAMA	Capt. R. Takada	9,600	TUESDAY, 30th June, at 5 p.m.
KOBE and YOKOHAMA	Capt. Hirase	12,500	THURSDAY, 18th June, at 11 a.m.

5 Fitted with New System of Wireless Telegraphy.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NOVARA Capt. H. R. Hetherington, R.N.R.	10 A.M. 10th June	Freight and Passage
SHANGHAI, KOBE, NAGAYA and YOKOHAMA	HIMALAYA Capt. H. G. Evans, R.N.R.	About 14th June	Freight and Passage
LONDON VIA SUEZ PORTS OF CANAL	DELTA Capt. W. K. Le Mare, R.N.R.	20th June	See Special Advertisement

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th June, 1914.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 16th June.
NIPPON MARU	11,000—18 knots	TUE. MAY, 23rd June.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	TUES., 4th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamer of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,000—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, LISBON, SOUTH- AMPTON, ANTWERP and BREMEN	PRINZ LUDWIG, Capt. F. von BENKE, 18,300		Wed. day, 10th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	DERFFLINGER, Capt. F. PROSCH, 17,000		About Thursday, 11th June.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	COBLENZ, Capt. H. SCHNITT, 6,750		Saturday, 13th June, at 1 A.M.
KOBE	PRINZ SIGISMUND, Capt. A. HERTZIG, 6,000		About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	BORNEO, Capt. J. KOWALEK, 5,000		Friday, 12th June, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX. FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	HOMEWARD.
Steamship	about
FOR HAVRE, EMLEN AND HAMBURG/BREMEN S.S. "BORKUM"	about End of June.
FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "ALTAIR"	Beginning of July.
FOR HAVRE, EMLEN AND HAMBURG/BREMEN S.S. "DURENDART"	Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914.

ON SALE	ON SALE
HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.	BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913. With INDEX. Price \$7.50. On Sale at the "HONGKONG DAILY PRESS" Office.
PRICE \$5. HONGKONG, 24th February, 1914.	HONGKONG, 6th March, 1914.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "TAKADA" 6,800 tons, Captain J. R. O'Sullivan, will be despatched for KOBE and MOJI on 20th June.

WESTWARD

S.S. "DUNERA" 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 9th June.

S.S. "JAPAN" 6,015 tons, Captain C. P. Selden, will be despatched as above on 14th June.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply toDAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 6th June, 1914.

AVERAGE MARKET PRICES.

June 4th, 1914.

The Prices are given in Dollar Cents.	Butter Market.
Meat: Beef, best, 12; Beef, second, 11; Beef, third, 10; Beef, fourth, 9; Beef, fifth, 8; Beef, sixth, 7; Beef, seventh, 6; Beef, eighth, 5; Beef, ninth, 4; Beef, tenth, 3; Beef, eleventh, 2; Beef, twelfth, 1; Beef, thirteenth, 0.50; Beef, fourteenth, 0.40; Beef, fifteenth, 0.30; Beef, sixteenth, 0.20; Beef, seventeenth, 0.10; Beef, eighteenth, 0.05; Beef, nineteenth, 0.02; Beef, twentieth, 0.01.	Butter: Butter, best, 12; Butter, second, 11; Butter, third, 10; Butter, fourth, 9; Butter, fifth, 8; Butter, sixth, 7; Butter, seventh, 6; Butter, eighth, 5; Butter, ninth, 4; Butter, tenth, 3; Butter, eleventh, 2; Butter, twelfth, 1; Butter, thirteenth, 0.50; Butter, fourteenth, 0.40; Butter, fifteenth, 0.30; Butter, sixteenth, 0.20; Butter, seventeenth, 0.10; Butter, eighteenth, 0.05; Butter, nineteenth, 0.02; Butter, twentieth, 0.01.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	TEAN	On 9th June, 4 P.M.	
SHANGHAI	SHAOHSING	On 9th June, 4 P.M.	
HOIHOW and HAIPHONG	KAIZONG	On 10th June, 11 A.M.	
SHANGHAI	ANHU	On 11th June, 4 P.M.	
SHANGHAI and TSINGTAU	KANCHOW	On 13th June, 4 P.M.	
MANILA, CEBU and ILOILO	CHINHUA	On 16th June, 4 P.M.	
SHANGHAI	LIANGCHOW	On 16th June, 4 P.M.	
WEIHAIWEI and TIENSIN	LUOHOW	On 17th June, Noon	
SHANGHAI	LUOHOW	On 18th June, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" and "TEAN". Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "LINTAN" and "TEAN".

SHANGHAI AND TSINGTAU LINE—THE TWIN SIBREW STEAMERS "ANHU" and "CHENAN" and the S.S. "KANCHOW" and "LIANGCHOW" and "LUOHOW" and "TINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through bills of lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th June, 1914.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government, MONTHLY FAST SERVICE TO TRIESTE (VENICE) VIA STRAITS, COLOMBO, ADEN, SUEZ AND PORT SAID. S.S. "AFRICA" 8,900 tons, will leave as above on 15th June, at 5 P.M. Superior accommodation for 1st, 2nd and 3rd class passengers, no tips, no inside Cabins, Doctor, Stewardess, Laundry, Wireless Telegraphy. FARES: Hongkong-Trieste (Venice), 1st class, \$25.00; 2nd class, \$19.00; 3rd class, \$15.00. RETURN FARES: Trieste (Venice)-Hongkong, 1st class, \$45.00; 2nd class, \$35.00; 3rd class, \$25.00. MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE), ADEN AND PORT SAID. S.S. "E. FERDINAND" 12,000 tons, will leave as above about 7th July. These Steamers of large tonnage are fitted with comfortable and close accommodation for 1st, 2nd and 3rd class passengers, no tips, no inside Cabins, Doctor, Stewardess, Laundry, Wireless Telegraphy. Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North & South America. FARES: Hongkong-Trieste (Venice) \$43.

RAILWAY FARES: Trieste-London.

BY SIMPLY EXPRESS.

Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class 1st \$2.15, 2nd \$1.15, 3rd \$0.75.

BY ST. GOTTHARD EXPRESS.

Via Venice, Milan, St. Gotthard, Lucerne, Basel, Lake, Calais or Boulogne, Class 1st \$2.15, 2nd \$1.15, 3rd \$0.75.

BY SCHMIDT EXPRESS.

Via Venice, Cologne, Brussels, Ostend, Dover, Class 1st \$1.15, 2nd \$0.75, 3rd \$0.45.

BY TAUBEN EXPRESS.

Via Munich, Cologne, Hook or Flushing, Class 1st \$1.15, 2nd \$0.75, 3rd \$0.45.

TO SHANGHAI.

S.S. "KORBER" 9,900 tons, will leave as above on 1st July, at 8 A.M.

FARES: Hongkong-Shanghai, 1st class, \$24.00; 2nd class, \$20.00; 3rd class, \$16.00.

to KOBE via SHANGHAI, YOKOHAMA.

S.S. "SILESIA" 13,950 tons, (for Cargo only) will leave as above about 2nd July.

SANDER WIELE & Co., AGENTS,
Princes' Building.

Hongkong, 3rd June, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th June	On 18th June, 10 A.M.
ALDENHAM	4th July	On 10th July, 10 A.M.
EMPIRE	1st August	On 31st July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, Vegetables, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. A. H. Stewart	TUESDAY, 9th June, at 11 A.M.
"HAIYANG"	Capt. A. H. Stewart	FRIDAY, 12th June, at 11 A.M.
"HAIYONG"	Capt. W. C. Passmore	TUESDAY, 16th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. Evans	WEDNESDAY, 10th June, at 11 A.M.
"HAIYANG"	Capt. J. Evans	SUNDAY, 14th June, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAFLEAK & Co.,
AGENTS.

Hongkong, 9th June, 1914.

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

N.B.—The public are requested to note that or after the 1st day of March 1914, the price of all qualities of coal will be raised two cents per lb.

E. W. HARRIS,
Secretary, Sanitary Board.

